

WEATHER FORECAST:
Cloudy and warmer tonight.
Full Report on Page Two.

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HOUSE PASSES BILL TO WIPE OUT RESORTS

MEASURE NOW UP TO WILSON; 300 INMATES ARE AFFECTED

Legislation Gives District Attorney Power to Enjoin Owners and Proprietors of All Segregated Houses.

Bill Passes Lower Body of Congress Without Dissenting Vote, After Two Hours Spent in Frank Debate.

Without a dissenting vote the House today passed the Kenyon bill, which will wipe out the segregated section of Washington, and turn 300 inmates of resorts into the streets.

The bill was passed in the identical form in which it went through the Senate, and now only needs the signature of the President to become effective.

Under its provisions the District Attorney may enjoin and abate as nuisances every house in these districts. The bill will become effective immediately upon the signature of the President.

The passage of the bill was applauded in the galleries.

Debate of Two Hours.

The red light bill was the first measure called up by Chairman Johnson, of the District, today, this being District day in the House. A debate of two hours preceded the passage of the bill.

One attempt was made to make a slight amendment affecting the language of the measure, but Congressman Towner, of Iowa, urged that the bill go through as it left the Senate, in order that it might not be delayed in conference.

The engraved copy of the bill probably will go to the White House tomorrow, and as soon as President Wilson signs it, the District Attorney may begin the work of wiping out the red light district by injunctions.

Under the drastic terms of the bill, the owners, as well as the occupants of houses, may be enjoined, and the furniture and fixtures of the houses are subject to public sale, to pay the cost of injunction proceedings.

It is estimated that at least 300 women of the underworld may be rendered homeless within the next ten days, providing the District Attorney proceeds immediately and vigorously.

Congressman Caraway of Arkansas, whose subcommittee reported the bill, took charge of the measure, and an unusually frank and spirited debate followed. The social evil was treated from every angle, and the several scores of women in the gallery heard a plain-spoken legislative discussion on the subject of vice and the underworld.

Up To The President.

Most of the women represented uplift societies, which have been instrumental in getting an early report on the bill from the District Committee.

The passage of the Kenyon bill by the House, unless it is amended, sends it direct to the President, and with the signature of the Chief Executive, the District Attorney will be authorized to start injunction proceedings against every house in the red light district.

During the debate Congressman Sisson raised a point of the enormous waste of the bill in the hands of a few individuals. Injunction, it is provided, may be issued on complaint of any citizen.

YOUNGSTERS HALT WHEELS OF U. S.

Two Jersey City babies, Edmund, four, and Anna May, two, blocked the wheels in the Executive offices today. They accompanied their father and mother, Mr. and Mrs. H. B. Brookhurst, to see the President.

When they entered the Executive offices the corridors were packed with Congressmen, Senators and committee members waiting their turn for a word with the Chief Executive.

The children are pretty, and the President bent down to speak to them.

They held onto his hands for nearly five minutes, while the engagement list went "clean to smash."

WOMEN TRAPPED IN BURNING HOUSE

Firemen Keep One From Jumping by Pushing Her From Window With a Ladder.

Trapped by flames which made escape by the stairway impossible, three half-clothed women had to be carried down the house at 111 C street northwest about 5 o'clock this morning.

Pearl Howard was about to jump from a third-story window when Lieutenant Thomas and Private Posey, of No. 2 truck company, raised a ladder and shoved her back from the window ledge with the top of the ladder. Thomas and Posey ran up the ladder, grabbed the woman, just as she was making a second attempt to jump, and carried her to safety.

Carried Down Ladders.

Gladya Ryan and Eva Wilson were carried down the ladders from a second-story window. Shivering in the early morning cold they were hurried to nearby houses where clothes were given them.

Starting in the basement, from an overheated latrine, the flames rapidly spread up a stairway and swept every room in the house. Policeman Caraway, of the first precinct, saw smoke coming from the windows and ran to No. 3 truck house which is only about a block away. When this truck company arrived, the flames had spread through the entire house and the three women were standing at the windows screaming.

Flames Spread Rapidly.

The flames had spread so rapidly through the house that it was impossible for the women to get out in the halls. The third floor was enveloped in flames and the women were badly burned on the arm in getting to the window.

The damage to the house is estimated at \$500. The fire caused much excitement in the neighborhood and a large crowd had gathered in front of the house before the firemen got the incendiary flames under control.

FEAR BRADLEY GIRL MAY BECOME INSANE

Kept Prisoner Without Clothes by Father After Return From Eloping With Foster.

PEMBERTON, N. J., Jan. 26.—Guarded by her father, who holds her prisoner without clothes, Beulah Bradley, the sixteen-year-old Sunday school teacher who eloped with Joel M. Foster, is on the verge of collapse, and it is feared she will go insane.

It is known that the girl has received several communications from Foster since she was brought back from Mobile, Ala., as a youth in the village confessed to have acted as messenger, and her father has made her a prisoner, yesterday placing a guard in front of the house.

Foster, who is stopping in a New York hotel on Sixty-ninth street, is expected back in Brown's Mills after the departure of Mrs. Foster, who, it is said, will bring suit for divorce.

Railroad Defeats D. C. In Fight Over Lights

FOUR PERISH WHEN TRAINS HIT HEAD-ON IN DARKNESS

Several Passengers Missing and Many Hurt Near Jackson, Mich., After Express Meets Freight.

Wreck Occurred Late at Night and Rescuers Were Hampered by Debris Which Imprisoned Victims.

JACKSON, Mich., Jan. 26.—The bodies of four persons were removed today from the wreck of Michigan Central passenger train No. 70, from Bay City to Jackson, which met head-on with a northbound extra freight train a few miles north of Jackson last night.

Rescue workers are continuing to search the debris for more bodies as several persons are missing.

A dozen passengers on the train were seriously injured and several of them, now in local hospitals, are believed to be dying.

One victim died while a dozen men dug for the wreckage from his limbs. The smoker of the passenger train was telescoped by the baggage car ahead when No. 70, traveling at a high rate of speed, crashed into the freight bound for Grand Rapids. The night was exceedingly dark, but with the aid of the few lanterns available the first search showed three dead bodies in the smoking car. None of its occupants was able to escape after the collision and the screams of the survivors rent the air within thirty seconds after the impact.

List of Dead.

The known dead are: CAL JOHNSON, engineer of passenger train.

S. W. COCHRAN, of Lansing, Mich. THOMAS SCROOGIE, Grosse Ile, Mich. L. V. BECK, Jackson, Mich.

The seriously injured include: Arthur Chaney, Detroit, both legs broken, badly cut; may die.

Jefferson Davis, St. Charles, Mich., scalp wound, internally injured; may die.

F. H. Champion, passenger fireman. John Bush, freight engineer.

Mott Sherwood, Jackson, Michigan Central master mechanic.

D. A. Smith, Alma, Mich., unconscious; may die.

Cornelius Marks has ordered an inquest to determine responsibility for the wreck. Information given out today from the local offices of the Michigan Central said that the passenger train had the right of way.

GOETHALS SOON TO BE ZONE GOVERNOR

Wilson Expected to Put Civil Force in Charge at Panama Within Few Days.

It is expected that within a few days President Wilson will issue an executive order putting into operation the permanent government of the Canal Zone, with Col. George W. Goethals at its head as the "first governor."

LANE PLEADS FOR CANCER'S VICTIMS

Urges Conservation of Radium Supply of United States Before House Board.

ALARMED AT EXPORTS OF METAL TO EUROPE

Says That Poor Man Should Have Opportunity for Treatment With Element.

Two hundred thousand victims of the "red plague" today found an ardent champion in Secretary of the Interior Lane.

He came out flatly before the House Mines Committee for withdrawal of all remaining radium lands, declaring the fight for this segregation is so strongly tinged with human interest that it is really a "battle for our mothers, our fathers, our sisters and brothers to protect them against the ravages of cancer."

Poor Man's Cure.

He backed this declaration with the statement that radium ought not to be merely a millionaire's remedy, but a cure within the reach of the poor man.

Further, he announced that his policy contemplates, "as a public duty," a big fight to prevent radium monopolization.

"There can be no question that it is our duty to obtain as much as possible of the curative agent," said Lane, "because we know that it is a cure for superficial cancer."

"I was alarmed in my investigation when I discovered that 75 per cent of the radium is made in this country, and we have now only two grams here. I found, too, that we are sending this radium across the water and are forced to buy it back. The second danger was that there would be a monopoly of the land and radium."

"What must we say, when thousands are dying every year, if we should find there was a monopoly, and that we could not get it?"

"It seemed to me that it is manifestly my duty to inaugurate a movement to prevent this."

"It is not often that the human touch comes into the management of a thing, so it was with particular pleasure to undertake this work."

"The word 'withdrawal' has met with some opposition," he said.

Pneumonia Blocks Proof Of Radium Cancer Cure

PHILADELPHIA, Jan. 26.—Proof of the efficiency of radium as a cure for cancer was cruelly withheld here today just at the moment of greatest hope, when another disease resulted in the death of Ernest Cook, a Panama Canal engineer, the first in this city to undergo the radium test.

While the doctors were exultant over remarkable cure changes caused by the radium emanations, pneumonia set in and proved too much for the greatly weakened patient.

Dr. L. G. Shalickow, physician in charge, said the \$1000 worth of the precious mineral had already produced wonderful results, and would almost surely have led to complete recovery from the dread disease if other complications had not set in.

Suydam Gives \$25,000 For Cancer Research

NEW YORK, Jan. 26.—Trustees of the New York Homeopathic Medical College and Flower Hospital, announced today that Lambert Suydam had donated \$25,000 for research work in cancer. With the exception of the Crocker bequest, this is the largest single amount given by any one individual for such work.

Dr. Royal S. Copeland, dean of the college, says the task of obtaining material and instruments for these investigations will begin at once.

Dies of Cancer After Treatment With Radium

PHILADELPHIA, Jan. 26.—Samuel Laughlin, sixty-two, for more than a quarter century connected with the Bureau of Charities here, died today. Radium had been used for a cancerous growth on his cheek.

FACTORS IN SUFFRAGE ROW



MRS. MEDILL McCORMICK.

I. C. C. SCORES BANKS WHICH AIDED FRISCO

Sale of Securities Warrants Condemnation, Says Report. Speyer & Co. Criticized.

Methods of bankers in financing the Frisco railroad system and various shenanigans of the management of that system, leading up to a receivership are severely condemned today in a report of the Interstate Commerce Commission to the Senate.

The report says: "The sale of securities to the investing public through the bankers at a time when every appearance indicated the insolvency of the issuing company invites and warrants condemnation of all who assisted or participated in the sale."

Speyer & Co., New York bankers, come in for criticism. The commission says the sale of securities of the Frisco railroad system, at the time when they sold about \$2,000,000 of 5 per cent securities at 78, was in April and May, 1913.

The commission declares the troubles of the Frisco system, and the causes of the financial difficulties leading to the receivership, disproportionate capitalization, the acquisition of new lines, the financing of the New Orleans, Texas and Mexico railroad, and other South Texas lines, and the desire for a Chicago terminal, which compelled the assumption of heavy fixed charges.

The report says the sale of securities at low prices indicates a deplorable weakness of credit or extravagant promises with bankers. The report shows the road paid premiums of \$1,000,000 in a year on \$2,000,000 gross return. It has even found the road carried fixed charges of \$1,200,000 a year in interest on money never received.

Astor May Spend His Honeymoon on Yacht

NEW YORK, Jan. 26.—Vincent Astor's steam yacht, the Noma, is undergoing a thorough overhauling at the yards of the Staten Island Shipbuilding Company, at Port Richmond, Staten Island, and according to those in charge of the work the Noma is to be finished about the time the young millionaire is to marry.

It is generally believed that Mr. Astor is having his yacht fitted up so that he will be able to spend his honeymoon upon it.

New boilers are being installed, the engines are being overhauled, and when the Noma leaves the yards she will be much speedier than before. She will then be painted both inside and outside and her china luxuriously refitted. The yacht will be sent to Manhattan early in the spring.

Tug Potomac to Help Frozen-in Fishermen

American fishing vessels jammed in the ice in the Bay of Islands, Newfoundland, have sent repeated calls for assistance to the Navy Department, and the tug Potomac will leave Newport, R. I., to go to their assistance as soon as she takes coal on her way.

She sailed yesterday from Norfolk.

Navy officials do not believe the lives of the fishermen are in peril, the chief danger being the destruction of the vessels in the ice. It means are not provided to tow them out to sea.

Intermyer to Be First Witness on Owen Bill

Samuel Intermyer will be the first witness before the Senate Banking and Currency Committee on the stock exchange bill of Senator Owen. It was announced today hearings would begin February 4.

SOUTHEAST CITIZENS DEMAND IMPROVED STREET CAR SERVICE

Two Hundred Appear Before Public Utilities Commission With Appeal That Effects 25,000—Railway Officials Say Extension Will Mean Big Loss.

More than 200 residents of southeast Washington appeared before the Public Utilities Commission today to urge additional street railway facilities in the territory east of the Anacostia river, a project which was bitterly opposed by officials of the Washington Railway and Electric Company, on the ground that it would be a heavily posing proposition from the start.

Among the neighborhoods represented were Anacostia, Bowen road, Benning, East Washington Heights, Garfield, Minnesota avenue, Randle Highlands, Twining City, and Suitland, Md.

As the representative of these suburbs and twenty citizens' associations, Robert F. Bradbury presented a petition asking the commission to order the extension of the existing lines of the Washington Railway and Electric Company from Nichols avenue and Good Hope road, Anacostia, by way of Good Hope road, to Good Hope, along Bowen road (the length of Alabama avenue) to Southern avenue, along Southern avenue to Benning road and thence to Benning.

Mr. Bradbury, in his opening statement, said that after endeavoring for years to obtain from Congress authority to build this line, the citizens appeared before the Public Utilities Commission with the request that it be ordered by the commission, and that if the Washington Railway and Electric Company refused to build the extension, that the line be installed by the District and rented to some other railway company to operate.

25,000 People Affected.

Such a railway, he said, would afford service to 25,000 residents of the southeastern section of the District and result in the immediate development of that section. The length of the proposed road is five and a half miles. A counter proposition to build a line from Good Hope road and Nichols avenue to Anacostia, along Good Hope road to Good Hope, thence along Bowen road to Bowen road, P. O. Smith, representative of the company at \$200,000, if it involves the crossing of the steam railroad tracks, and \$300,000, if another route is selected.

Company Opposes Change.

In opposing the petition, Clarence P. King, president of the Washington Railway and Electric Company, said the cost of the extension as proposed by Mr. Bradbury has been estimated by engineers of the company at \$200,000, if it involves the crossing of the steam railroad tracks, and \$300,000, if another route is selected.

Reason for Secession.

Strong intimations from the Congressional Union today that interests other than the cause of woman suffrage were actuating at least some of those who are most active in opposing the union in the campaign upon which it has embarked, followed close upon the meeting of the secessionists yesterday.

Those affiliated with the union hurled the charge that personal interest rather than concern for the "cause" actuates those withdrawing support and membership from the union. This followed the statement yesterday of Mrs. Russell M. MacLennan, at one of the meetings of the union, that she believed that some of those who were most active in opposing the union in the campaign upon which it has embarked, followed close upon the meeting of the secessionists yesterday.

At the conclusion of Mr. King's arguments, it was announced that another hearing will be conducted at which the railway company will be asked to produce figures showing the cost of construction and the estimated cost of operation. Figures will be requested also from the citizens, showing the amount of traffic that may be expected and the number of residents the extension will serve.

IN CONGRESS TODAY.

SENATE.

Met at noon. Reports on Frisco railroad financing submitted by Interstate Commerce Commission and Labor and Judiciary Committee met.

Subcommittee on Appropriations held a hearing on bill to limit working hours of trainmen.

Subcommittee of District Committee began hearings on Crocker bill for municipal ownership of District street railways.

Met at noon. Kenyon "red light" bill called up and debated. Radium hearings continued by Mines Committee.

Interstate Commerce Committee held a hearing on bill to limit working hours of trainmen.